

## LEARNING THROUGH NECESSITY.

Chicago, Ill., August 1, 1894.—The coal famine caused by the strike.

Under the old rule that "it's an ill wind that blows nobody good," the coal famine has brought Chicago at least one useful lesson.

Even the residents of this town observed that the skies have been clearer of late? Haven't they taken notice of the fact that the peaks of the tall buildings have not been so deeply clouded with banks of floating smoke, from which the black and sooty flakes fell on the victims in the shaded streets? Well, coming the glad transformation, have they asked themselves the reason for it?

In June, 1894, for the first time in years persons ascending the Masonic Temple or Auditorium tower were enabled to see on a working day the green clumps of Garfield park far to the west and the big, rambling building of Packington at the stock yards, four miles to the southwest. They were visible through a veil of smoke, it is true, but it was a veil and not a wall of foggy, impenetrable darkness. The same stacks that had coughed out volcanic columns of dense smoke now sent the faintest gray wreaths curling upward. It was like Sunday.

Had the factories been closed and the fires banked? Was there less demand for working power in the big buildings. No to both questions.

The fact was that coal had become very scarce and the price had increased. Every man who burned coal was having it fed into the fire boxes a mere spoonful at a time, so as to make the supply last as long as possible. In other words, he was getting almost perfect combustion, and consequently there was little, if any, smoke pouring out of the stack. He was getting the full value of his coal, and this, it might seem, would be a good thing for him to do whether or not there was a coal famine.

To some minds the late improvements in smoke consumers are proof positive that if furnaces were fed economically at all times the smoke would almost disappear. It is the reckless stoker who stuffs the furnace and then takes a long rest who causes most of the suffering. He did his duty when the coal famine began because his employer metaphorically stood over him with a club to see that he wasted no fuel. Then the smoke-stack reformed, as did its neighbors. Temporarily, at least, the horror was abated, and the prolonged strike of the miners did that much good.—Chicago Record.

## THE SODA FOUNTAIN.

Some of the Dangers of Using It as a General Prescription Counter.

"Nervousness is as much a fad as anything else," said Dr. Egbert Dixon of Buffalo, "and the modern soda water fountain has more to do with the increase of the mania than anything else. In days of old when soda water was first added to the wares of the druggist it was devoted entirely to satisfying the public taste for something cool, sweet and refreshing. Fruit syrups of a harmless character were fished up to a proper degree of gaseous bubbling, and the mission of the soda water fountain was a commendable one.

"Nowadays it is devoted to bromos, nervines and lots of other things that are made from the deadliest sort of drugs, while they are hung with signs inviting people to become their own physicians by trying some of the countless nostrums which are alleged to cure anything from a headache to an ingrowing toe nail in an almost inconceivably small space of time. The tired out individual sees one of the nervous signs and mistakes his weariness for nervousness and straightway proceeds to doctor himself with something, he knows not what, but which, on account of its powerful properties, braces him up and makes him feel bright.

"The natural result follows. He takes some more of the soda water fountain stuff whenever he gets tired, and in a month or so his system is on the road to general breaking up. Drugging one's self at a soda fountain is dangerous, and, as I said in the beginning, nervousness is largely a fad. If supposed sufferers from nervous attacks would only go out and split wood for half an hour, if men, or take a brisk walk, if women, and then take a bath and take a nap, there wouldn't be so much heard of this silly rot about nervousness being our national disease."—Washington Star.

## Another Calamity Straw.

Many people are considerably agitated over a mysterious circumstance which is thought to indicate disaster. It is the appearance of the letter B plainly impressed upon blades of oats growing in fields. Acres and acres in all parts of the county have been found to be thus curiously marked. It is claimed that the only other times the letter was ever found on oats in this manner was just before the war of 1812 and the late civil war, and that the B stands for "bloodshed," which may now be looked for again. Each blade is marked, the letter, about half an inch long, being, as it seems, pressed into the leaf and discernible on the other side.—Perry (Ind.) Dispatch.

## Left Till Called For.

An elderly doctor, who was as peppy as a cayenne pod, was from time to time sprung upon by the practical joker.

On one occasion a well dressed young fellow called and asked the doctor to prescribe for a breaking out and rash on his left arm. The doctor examined the limb and pronounced it to be a bad case of psoriasis and eczema.

"I suppose, doctor, you can cure it?" said the patient.

"Why, certainly," replied the doctor.

"How long will it take to get well?"

"Oh, I should say about two months," said the doctor.

"Quite sure? Is it a bad case?"

"Positively the worst I've seen."

"Then I will leave it with you and call for it again when cured," solemnly said the patient, slowly unfastening his arm, which was an artificial one and painted for the occasion.—London Tit-Bits.

## LATEST FROM CLIPPERTON.

Sharks Taken Told by a Volant Who Was One of the Volant's Crew.

The men who came up from Clipperton island on the Volant will be paid off this morning and discharged, and whether any of them will return to the guano covered rock has not yet been decided. One of the men who went down on the Viking and remained on the island for several months told some remarkable stories of the treasure rock yesterday.

He corroborated the tale of the hungry crabs and said that the houses which had been put up had to be covered with tin to prevent the crustaceans from eating through the wood. It was so hot that the skin peeled off the men's backs through their light undershirts. There were any amount of eggs to be had, which were laid by birds resembling wild geese. The crabs would seize these eggs as fast as they were laid and make off with them.

"The harbor," said the Clipperton Robinson Crusoe, "is not a good one, and the water is full of sharks. When the wind blows offshore, it is impossible for a vessel's moorings to hold her. The Viking went away with about 50 tons short of what she ought to have taken, but that was the fault of the captain. He got scared and put to sea. The weather was so bad when the Volant was there that there was no use of staying, and she gave up trying to get a load. The sharks are very vicious and seem to be without fear, as they are in great numbers. When a boat is being rowed ashore, the man eaters jump out of the water and snap at a man.

"While the Volant was lying at Clipperton the strangest kind of a fish I ever saw came up astern of her. In shape it was something like a stingray, with long, ugly looking tail. It spread big wings that must have been at least 20 feet wide from tip to tip. The superintendent said it was a rayfish, and others called it a sunfish. It stuck its head up, then spread out its wings and skimmed along over the water.

"The island is nothing more than a big rock, honeycombed with the strangest kinds of shapes. At sunset some parts of it seemed a blazing mass of gold. If there is any truth in the stories about treasure being hidden there, we couldn't prove it, but you can bet we searched high and low for the pirates' booty."—San Francisco Chronicle.

## LOST HIS RED BUTTON.

The Former Chinese Minister to This Country Degraded in Rank.

In a telegram from Peking published by The Chinese Mail it is said that an imperial edict has been issued announcing the degradation of Tsui Kwo Yui, the former Chinese minister to the United States, Spain and Peru, from the post of "tsu shu tsze"—senior deputy supervisor of instruction—to that of "chung wan"—undersecretary of the Hanlin college—as well as the deprivation of the red button of second rank, with which he had been honored by the emperor on the occasion of his being accredited to the courts of the United States, Spain and Peru.

The issue of this edict has been the result of Yui's incompetency in the discharge of the duties of "tsu shu tsze" as well as of his failure in passing the recent special examination for promotion among the members of the Hanlin college. This special examination was instituted at the instance of the board of censors with a view to classifying the members of the Hanlin college and to investigate their special conduct and also for the purpose of recommending promotion. Consequently the persons examined have after due examination been divided into three classes. Those of the first two classes have either received their promotion or appropriate imperial rewards of silk pieces, but Tsui Kwo Yui, who stands first in the third class, has lost his red button and has suffered the above mentioned degradation in his official rank.

## THE BIGGEST WHEEL.

The English Are to Build One That Will Surpass the Ferris.

English writers just now are gloating over the fact that the great wheel which is now being built at Earl's court according to the plans of Lieutenant J. W. Graydon is to be considerably larger than the Ferris wheel which was shown at the World's fair in Chicago. The British wheel will be 300 feet in diameter, whereas the Ferris wheel measured only 200 feet across. It will be able to hold 1,600 persons, and the Ferris wheel could accommodate only 1,368 at a time.

The big wheel at Earl's court is also different from the Ferris wheel in respect to the towers which support the axle on each side of the wheel. They will be over 170 feet high, and four stories will contain saloons and will be connected with outside elevators as well as staircases. The steel axle, which is seven feet in diameter, will have a passage through it.

Of course it is expected that the masses in London will avail themselves of this opportunity to enjoy a new recreation. The carriages and cars will be so arranged that each one will hold 40 persons and may be entered at eight different places. Each turn of the wheel will take about 20 minutes, and there will be five stops. The wheel will be probably in operation some time in July or August.

## China's Boy Emperor In Danger.

A letter dated Peking speaks of the disquiet felt among the Chinese on account of the reported change to be made in the ruler of the empire. The letter says: "The approaching celebration of the sixtieth birthday of the empress dowager promises to be a great event. Millions are being spent in preparation, but the country can ill afford the money. There is so much feeling that the air is full of rumors that there is to be a change of emperors. The present young fellow was not the rightful heir, but was put on the throne by intrigue. Many high officials, it is said, propose, as he has no son yet, to displace him and substitute one from another branch of the same family."

## Atlantic Coast Line.



WILMINGTON, COLUMBIA AND AUGUSTA R. R.

## CONDENSED SCHEDULE.

## TRAINS GOING SOUTH.

Dated June 3, 1894. [No. 55] [No. 58]

	P. M.	A. M.
Lv Wilmington.....	3 40	
Leave Marion.....	6 31	
Arrive Florence.....	7 10	
	No. 50	A. M.
Leave Florence.....	7 35	8 20
Ar'v'e Sumter.....	8 47	9 40
	No. 52	
Leave Sumter.....	8 47	9 58
Ar'v'e Columbia.....	10 10	11 10

No. 52 runs through from Charleston via Central R. R. leaving Lane 3:45 A. M., Manning 9:25 A. M.

## TRAINS GOING NORTH.

	A. M.	P. M.
Leave Columbia.....	4 35	4 20
Ar'v'e Sumter.....	5 55	5 45
	No. 59	
Leave Sumter.....	5 55	5 55
Arrive Florence.....	7 10	7 05
	No. 56	
Leave Florence.....	7 40	
Leave Marion.....	8 25	
Arr. Wilmington.....	11 10	

\*Daily. \*Daily except Sunday.

No. 53 runs through to Charleston, S. C., via Central R. R. arriving Manning 6:22 P. M., Lane 7:00 P. M., Charleston 8:40 P. M.

Trains on Manchester & Augusta R. R. leave Sumter daily except Sunday, 10:50 A. M., arrive Rimini 11:59. Returning leave Rimini 1:00 P. M., arrive Sumter 2:10 P. M.

Trains on Hartsville R. R. leave Hartsville daily except Sunday at 5:30 a. m., arriving Ft. yds 6:00 a. m. Returning leave Ft. yds 8:40 p. m., arriving Hartsville 9:10 p. m.

Trains on Wilmington Chadbourn and Conway railroad, leave Chadbourn 10:10 a. m., arrive at Conway 12:30 p. m., returning leave Conway at 2:00 p. m., arrive Chadbourn 4:50 p. m. Leave Chadbourn 5:35 p. m., arrive at Hub 6:20 p. m. Returning leave Hub at 8:15 a. m., arrive at Chadbourn 9:00 a. m. Daily except Sunday.

JOHN F. DIVINE, General Supt.  
J. R. KENLY, Gen'l Manager.  
T. M. EMERSON, Traffic Manager.

## Atlantic Coast Line.



NORTH-EASTERN R. R. or S. C.

## CONDENSED SCHEDULE.

## TRAINS GOING SOUTH.

	No. 35	No. 23	No. 53
	A. M.	P. M.	
Le Ft. yds.....	3 10	7 45	
"Kingst.....		9 02	
Ar Lanes.....	4 20	9 23 P. M.	
Le Lanes.....		9 23 * 7 05	
Ar. Ch'n.....	6 10	11 18 8 40	
	A. M.	P. M. P. M.	

## TRAINS GOING NORTH.

	No. 78	No. 32	No. 52
	A. M.	P. M.	A. M.
Le. Ch'n.....	3 35	3 30	7 15
Ar Lanes.....	5 40	5 38	8 45
Le Lanes.....	5 40	5 38	
"Kingst.....	6 00	5 57	
Ar Ft. yds.....	7 10	7 05	
	A. M.	P. M.	A. M.

\*Daily. \*Daily except Sunday.

No. 52 runs through to Columbia via Central R. R. of S. C.

Train Nos. 78 and 14 run via Wilson and Fayetteville—Short Line—and make close connection for all points North.

J. R. KENLY, Gen'l Manager. J. F. DIVINE, Gen'l Supt.  
T. M. EMERSON, Traffic Manager.

## "OLD RELIABLE" LINE.

South Carolina Railway.



## PASSENGER DEPARTMENT.

In effect July 15, 1894.

## SCHEDULE.

(Daily.)

	7 15 a m	5 30 p m
Lv Charleston	7 15 a m	5 30 p m
Ar Summerville	7 52 a m	6 15 p m
"Pregnalls	8 28 a m	6 55 p m
"Georges	8 41 a m	7 10 p m
"Branchville	9 15 a m	7 40 p m
"Rowesville	9 30 a m	8 16 p m
"Orangeburg	9 46 a m	8 32 p m
"St. Matthews	10 07 a m	8 55 p m
"Fort Motte	10 21 a m	9 08 p m
"Kingville	10 32 a m	9 20 p m
Ar Columbia	11 15 a m	10 10 p m
Lv Columbia	6 50 a m	4 20 p m
Ar Kingville	7 57 a m	5 05 p m
"Fort Motte	7 48 a m	5 15 p m
"St. Matthews	8 04 a m	5 32 p m
"Orangeburg	8 30 a m	5 56 p m
"Rowesville	8 47 a m	6 13 p m
"Branchville	9 05 a m	6 30 p m
"Georges	9 51 a m	7 10 p m
"Pregnalls	10 05 a m	7 23 p m
"Summerville	10 45 a m	8 00 p m
Ar Charleston	11 30 a m	8 40 p m

	7 15 a m	5 30 p m
Lv Charleston	7 15 a m	5 30 p m
"Branchville	9 25 a m	7 42 p m
"Bamberg	9 52 a m	8 28 p m
"Denmark	10 08 a m	8 42 p m
"Blackville	10 25 a m	8 58 p m
"Williston	10 43 a m	9 17 a m
"Aiken	11 27 a m	10 00 p m
Ar Augusta	12 15 p m	10 45 p m
Lv Augusta	6 30 a m	3 40 p m
"Aiken	7 14 a m	4 27 p m
"Williston	7 53 a m	5 09 p m
"Blackville	8 10 a m	5 28 p m
"Denmark	8 25 a m	5 44 p m
"Bamberg	8 39 a m	5 58 p m
"Branchville	9 20 a m	6 45 p m
Ar Charleston	11 30 a m	8 45 p m

## DAILY EXCEPT SUNDAY.

	8 40 a m	2 45 p m
Lv Camden	8 40 a m	2 45 p m
"Camden Junction	9 31 a m	4 10 p m
Ar Kingville	10 00 a m	4 55 p m
Lv Kingville	10 40 a m	5 20 p m
"Camden Junction	11 23 a m	5 49 p m
Ar Camden	12 50 p m	6 40 p m

"The Hamlet Special" leaves Charleston 4:00 p. m. with Pullman connection for Richmond, Wilmington, Charlotte, Raleigh and all points north via Washington, South bound arrives Charleston 2:30 p. m.

Connections: with Clyde S. Line, N. E. R. R., C. & S. Ry., at Charleston. Southern Railway, C. & G. C. & A., at Columbia. Through trains between Asheville and Charleston, through sleepers between Charleston and Atlanta, leaving Charleston at 5:30 p. m. and arriving 11:30 a. m. Through trains between Charleston and Hamlet, via Peggalls and C. S. & N. R. R.

E. P. WARING, Gen'l Pass. Agent, Charleston, S. C.  
W. S. JONES, Gen. Supt.  
L. A. EMERSON, Act. Gen. Manager and Traffic Manager.

## Charleston, Cincinnati &amp; Chicago R.R.

SAMUEL HUNT, Agent for Purchaser.

In effect April 9, 1894.

## CAROLINAS DIVISION.

## NORTHBOUND.—(Daily except Sunday.)

	33	7 15 a m
Lv Charleston.....	33	7 15 a m
S. C. R. R.		
Lv Augusta.....	6 50 a m	
Lv Columbia.....	8 35 a m	
Ar Camden.....	12 50 p m	
	110	
Lv Camden.....	1 10 p m	
Ar Kershaw.....	2 10 p m	
Lv Kershaw.....	2 30 p m	
Lv Lancaster.....	3 45 p m	
Lv Catawba Junction.....	4 45 p m	
Ar Rock Hill.....	5 15 p m	
Lv Rock Hill.....	5 45 p m	
Lv Yorkville.....	6 30 p m	
Lv Blacksburg.....	7 45 p m	8 00 a m
Lv Patterson Springs.....	8 04 p m	8 37 a m
Lv Shelby.....	8 15 p m	9 10 a m
Lv Rutherfordton.....	11 10 a m	
Ar Marion.....	1 00 p m	

	146 p m	2 26 p m
Lv Marion, (R. & D. R. R.)	146 p m	2 26 p m
Lv Rutherfordton.....	2 26 p m	4 08 p m
Lv Asheville.....	4 08 p m	5 36 p m
Lv Hot Springs.....	5 36 p m	8 00 p m
Lv Knoxville, (E. T. V. & G.)	8 00 p m	8 37 a m
Ar Louisville, (L. & N. R. R.)	7 15 a m	
Ar Cincinnati, (Q. & C.)	7 20 a m	

## SOUTHBOUND.—(Daily except Sunday.)

	32	12
Lv Cincinnati, [Q. & C.]	32	12
Lv Louisville, [L. & N. R. R.]	7 00 p m	8 00 p m
Lv Knoxville, [E. T. V. & G.]	8 00 a m	8 00 a m
Lv Hot Springs, [R. & D.]	12 44 a m	2 30 p m
Lv Asheville.....	2 30 p m	3 52 p m
Ar Marion.....	4 33 p m	
	4 45 p m	6 10 p m
Lv Marion.....	4 45 p m	6 10 p m
Lv Rutherfordton.....	6 45 a m	8 23 p m
Lv Shelby.....	6 45 a m	8 23 p m
Lv Patterson Springs.....	7 15 a m	8 59 p m
Ar Blacksburg.....	7 45 a m	
Lv Blacksburg.....	9 07 a m	
Lv Yorkville.....	9 45 a m	
Ar Rock Hill.....	10 15 a m	
Lv Rock Hill.....	10 15 a m	
Lv Catawba Junction.....	11 00 a m	
Lv Lancaster.....	12 00 p m	
Ar Kershaw.....	1 05 p m	
Ar Camden.....	2 00 p m	
	S. C. R. R.	
Lv Camden.....	2 30 p m	
Ar Columbia.....	6 15 p m	
Ar Augusta.....	12 45 a m	
Ar Charleston.....	8 45 p m	

Dinner at Kershaw.

## CONNECTIONS.

Camden—With S. C. Ry., for Charleston, Columbia, Augusta and all points South.

Lancaster—With Cheraw & Chester N. G. R. R., for Chester.

Catawba Junction—With G. C. & N. R. R. Rock Hill—No. 33 with "Vesibule Limited" on R. & D. R. R., arriving at Charlotte 8:30 p. m., Washington 7:20 a. m., Philadelphia 10:46 a. m., New York 1:23 p. m.

Yorkville—With Chester & Lenoir R. R.

Blacksburg—With R. & D. R. R. for Spartanburg, Greenville, Atlanta and points South, and Charlotte and points North.

Shelby—No. 32 with Carolina Central for R., also with Stages to Cleveland Springs.

Marion—No. 11 with R. & D. R. R. for Round Knob, Asheville and Hot Springs.

SAMUEL HUNT, Gen. Manager.

A. TRIPP, Superintendent.

S. B. LUMPKIN, Gen. Pass. Agt.

## Charleston, Sumter and Northern R.R.

CHAS. E. KIMBALL, RECEIVER.



IN EFFECT JULY 9, 1894.

All trains Daily Except Sunday.

N. B. STATIONS. S. B.

N. B.	STATIONS.		S. B.	
9			8	
P M			P M	
4 00	Lv	Charleston	Ar	2 30
5 20	Lv	Hargnall's	Ar	1 10
5 29	"	Prairieville	"	1 01
5 42	"	Peck's	"	12 42
5 45	"	Holly Hill	"	12 43
5 50	"	Connors	"	12 38
5 57	"	Eutawville	"	12 31
6 07	"	Vancs	"	12 20
6 22	"	Merriam	"	12 05
6 33	"	St Paul	"	11 54
6 39	"	Summerton	"	11 48
6 49	"	Silver	"	11 38
6 57	"	Packsville	"	11 31
7 08	"	Tindal	"	11 20
7 22	Ar	Sumter	Lv	11 05
7 25	Lv	Sumter	Ar	11 02
7 37	"	Oswego	"	10 50
7 49	"	St. Charles	"	10 38
7 59	"	Elliotts	"	10 28
8 12	"	Lamar	"	10 15
8 25	"	Syracuse	"	10 02
8 37	"	Darlington	"	9 50
8 51	"	Mont Clare	"	9 37
9 02	"	Robbiss Neck	"	9 27
9 15	"	Maneville	"	9 14
9 29	"	Bennettsville	"	9 06
9 36	"	Breeden's	"	8 53
9 40	"	Alice	"	8 49
9 52	"	Gibson	"	8 37
10 05	"	Ghio	"	8 24
10 20	Ar	Hamlet	Lv	8 10
P M			A	